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Cash.Telegraphic Address: PRESS-ABC, Code.
P.O. Box, 33. Telephone No. 12.BIRTH.
On the 24th April, at Paya Jambou, Sumatra,
the wife of W. PERRY PINCKNEY, of a son.
DEATH.
On the 5th May, 1901, at Bombay, Sir DUNSTON
MANOJEE PETIT, Bart., aged 78 years. [1212]

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th May, 1901

It seems probable that there is much exaggeration in the recent reports which have come to us through Japanese sources with regard to Corea. There is no confirmation of the statement that the McLEAVY Browns incident has been re-opened; and certainly none that he has again been deprived of the Commission of Customs. We cannot imagine that even the Korean Government is so weak as by such action to invite again the disaster only just escaped within the last few weeks. With regard to the French loan, soberer critics are making themselves heard, and the first outcry seems to have been without sufficient justification. As it is pointed out, there is no proof whatever that the French Government is concerned, however strong may be the suspicions thereof; and there is no argument to oppose to M. PAVLOV's declaration that Russia is not concerned in the affair. The money is furnished by the Yunnan Syndicate, which consists of French, Belgian and British capitalists, and the Russo-Chinese Bank has no part in the loan. Japan is of course sensitive in all matters concerning Corea, but she cannot expect to prevent Corea from borrowing money when she requires it, especially as she cannot herself well supply Corea's wants at the present moment. As the *Japan Mail* puts it, Corea is not to be kept in a state of starvation because Japan has not the means to supply her with bread. They are very ill-advised friends of Japan, therefore, who in the English and vernacular Press of that country talk about the

possibility of war being necessary to counteract "this Franco-Russian move." The suspicion may be justified in time that the French Government is concerned, but proof is lacking, and it is absurd to take the tone adopted by some of the Japanese papers in the matter. When, however, the *Japan Mail*, after depicting such an attitude on the part of Japan as her irresponsible advisers would have her take, and stating the only facts known about the French loan, goes on to say that "France's policy in everything relating to Far Eastern affairs has been moderate and conservative of late years," we cannot help feeling surprised. Our contemporary, we suppose, is referring to events in North China and Japan alone. The "moderation and conservatism" of French policy in the South can only be observable to those who live a long distance from the scene. Mere abstention from the more violent methods of aggression does not constitute moderation. In the North, France has been content with more or less silently supporting Russia. In the South she is playing her own game in a manner to which the epithet "conservative" is the last which can be fittingly applied.

The death is reported from Bangkok of Mr. H. M. GRIFFIN, late head constable to the British Consulate.

On the 1st of May the Siamese postal department issued a new postcard for China and the Straits, of ten *atls* value.

At the beginning of the last week of April Lady Curzon's Victoria Scholarship Fund amounted to three lakhs of rupees.

The transport *Umta* arrived from Calcutta yesterday. It is expected that she will convey the Bengal Lancers back to India.

It is reported from Manila that the war has ended in Marinduque, and complete pacification restored. It is stated from Ilocos Norte that General Tiojo has surrendered.

During the 24 hours ending at noon yesterday there were reported 15 fresh cases of plague (14 Chinese, one other Asiatic) with 10 deaths (9 Chinese, one other Asiatic).

Speaking on the 9th ult. on the subject of alien races in Australia, Mr. Barton said that it would probably be found convenient to bring in a separate measure dealing with each subject. The Asiatic races question is admitted to be the more important of the two, and though Ministers make no official pronouncement on the subject as yet, it is well understood that they are considering the practicability of following the lead of Natal in dealing with the subject—to exclude from the Commonwealth those members of coloured Asiatic races who are unable to pass a defined scholastic standard. As regards South Sea Islanders Mr. Barton has already announced on several occasions the lines on which he proposes to legislate. He will regard vested interests in Queensland, but will enact that pending the abandonment of the traffic in Kanakas there shall be no greater number allowed in the State at one time than are now here. The number will have to diminish year by year, until all are sent away.

Noticing a book called *Essays of Islam* by the Rev. E. Sell, the *Times* of India draws attention to the chapter on Islam in China, and says:—There are twenty millions of Mohammedan Chinese, but, unlike in other countries, Islam in China has been itself to the national ideals and has become Chinese, not only in habits and manners, but in patriotism and character. The treatment of their Mohammedan subjects by the Emperors of China has been characterized by the broadest toleration; provincial rulers having been often degraded or dismissed for failing to enforce equal treatment of them by their fellow-subjects. In the presence of this fact, it is impossible not to hope that a somewhat more discreet conduct on the part of Chinese native Christians in their relations with their neighbours of the older faith would do more to save them from the trials to which they are so often subject than the influence of the Powers of Europe. The discretion will not come, we are afraid, so long as the fact of conversion to Christianity is considered to entitle a convert to the protection of his missionary, who represents the material, as well as the spiritual, resources of the West.

Lieutenant-Governor Sir Frederick Fryer, speaking in Durban to the chiefs of the Southern Shan States, in March, said:—Much has been done to settle the country from a political point since 1895. The boundary between the Shan States and France, and between the Shan States and China (except around the Wa country) has been demarcated, and the danger of frontier complications, owing to doubts about the boundary, has been practically removed. Harmonious relations have been maintained with the Siamese border provinces. There has been a little trouble at one part of the Kengtung border, owing to the unsettled state of Kengtung, the adjoining State on the north; but the local quarrels in that State have had no evil consequences in the neighbouring Shan territory. Under the agreement with China, a Consular has been established at Szemao, and a regular *dik* between Kengtung and Szemao has recently been established. Friendly communication is also maintained with the French officers stationed on the Mekong. These arrangements should promote the trade between Kengtung and foreign countries. There are no outstanding questions regarding the internal frontiers of individual Shan States, and inter-State disputes have all been amicably settled.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 8th May.

RUSSIAN INTERNAL TROUBLES.

Wholesale arrests, and seizure of documents, have been made at St. Petersburg. Several hundreds of persons have been arrested during the past forty-eight hours. Revolutionary proclamations are scattered broadcast through the capital.

SOUTH AFRICA.

The larger Godekop, which has long been the base of the Lydenburg commandos, has been captured after some hours fighting by two of Sir Bindon Blood's columns. The enemy fled.

LONDON, 8th May.

SOUTH AFRICA.

The Boers have evacuated their position at Hartbeestfontein, and are scattering to the north, west, and south. Commandant Delarey is with the southern portion.

The total British casualties during April amounted to eight officers killed and twenty wounded, 122 men killed and 100 wounded.

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, 7th May.

RACING STAKES (China Ponies).

Mr. Marius's Poulter ... 1
Mr. Buxey's Rose of the Roses ... 2
Mr. Henry Morris's Strawberry ... 3
Time, 2:45 3/5.

AUSTRALIAN PLATE (Walers).

Mr. Forster's Nightmare ... 1
Mr. Bruce Robertson's Mother Superior ... 2
Mr. Jollikin's Darling ... 3
Time, 1:55.

GRAND STAND STAKES (China Ponies).

Mr. Black's Diamond ... 1
The Maori-Danes' Vanity Fair ... 2
Mr. Barff's Tumble ... 3
Time, 2:9.

SHANGHAI, 8th May.

CHU-KA-ZA CUP (China Ponies).

Mr. John Peck's Set ... 1
Mr. G. H. Potts's Forest King ... 2
Mr. Potts's Moritimus ... 3
Time, 1:31 2/5.

SHANGHAI DERBY (China Ponies).

Mr. Toog's Conon ... 1
Mr. Kanak's Poronai ... 2
Mr. Buxey's Rose of the Roses ... 3
Time, 2:42 3/5.

LADIES' PURSE (China Ponies).

Mr. Duplex's The Dealer ... 1
Mr. Toog's Frances ... 2
Mr. Jay's Disputat ... 3
Time, 2:42 3/5.

RACE CLUB CUP (China Ponies).

Mr. Rodger's Chesny ... 1
Mr. Ring's Adonis ... 2
Mr. Oswald's Dunlea ... 3
Time, 4:4.

VISITORS' CUP (China Ponies).

Mr. Kanak's Ichimura ... 1
Mr. Toog's Rio Grande ... 2
Mr. Robson's Loyalty ... 3
Time, 2:47.

FEDERATION STAKES (Walers).

Mr. Four Stars' Nightmare ... 1
Mr. Black's Advance ... 2
Mr. St. Cass's Golden Legend ... 3
Time, 2:31 4/5.

THEATRE ROYAL.

"A VILLAGE PRIEST" and "NIOBE."

A Village Priest, by common consent, will doubtless be conceded to be one of the most successful plays, if not the most successful, staged by the Brough Company during the season which closed last night. Such deep passion and emotion have probably never been seen in any previous production at the Theatre Royal, and that the audience was an appreciative one was shown in the absolute stillness that reigned during such time as the stage was occupied. Indeed, so realistic was the whole play that it was hard at times to realise that one was not an unseen, unsuspected witness of a tragedy in everyday life. The performers, one and all, excelled themselves, and Mr. Brough, in his character of L'Abbé Dubois, carried his audience with him from the rise to the fall of the curtain. H.E. the Governor, Lady Blake, and party were included amongst the audience.

Last night the Brough Co. made their farewell appearance in the popular comedy-farce *Niobe*, in which very different talents were required from those exhibited the night before. Nevertheless a great reception awaited them, and there was no hesitation shown in the send-off to this beyond a doubt the cleverest company which has ever visited Hongkong. Mr. Robert Brough made a parting speech, in which he expressed the thanks of the Company for their reception in Hongkong.

As an honour to the memory of Ex-president Benjamin Harrison, of the United States, whose death was officially reported yesterday, the men-at-arms in the harbour yesterday fired guns at intervals of half-an-hour from sunrise to sunset. Capt. B. H. McCalla, the senior naval officer in port, received an order from Manila to this effect, and Mr. W. F. Aldrich, acting Consul-General, received an order by proclamation from Washington to the effect that the flag on the Consulate was to be half-mast for a period of thirty days. The flag has been flying at half-mast for the past three weeks. The vessel received by Capt. B. H. McCalla was *Umta*, and during the thirty days officers of the U.S. Navy and Marine will wear the badge of mourning attached to their sword-hilts.

SPECIAL MEETING OF THE SANITARY BOARD.

A special meeting of the Sanitary Board held yesterday afternoon at four o'clock to consider a suggestion by H.E. the Governor to let plague patients in Yumati be treated in their own houses under proper supervision. The President (Hon. W. Chuan) presided. Present: Mr. Chuan (President), Mr. Bell (Director of Public Works), Mr. Osborn (Principal Civil Medical Officer of Health), Dr. Clark (Medical Officer of Health), Lieut. Col. Hughes, R.A.M.C., Mr. A. W. Brevin (Registrar General), Mr. E. Osborn, Mr. Fung Wa Chun, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary to the Board).

The SECRETARY read the following minute from H.E. the Governor:—"In Hainan the doctor treated his plague patients in their own houses, and so saved a considerable percentage. The number of cases was so high that the ground for a working theory, but the doctor, in answer to my enquiry, that the disease had not spread to the other inmates. I suggest for the consideration of the Sanitary Board that it may be well to try the experiment in Yumati of permitting cases of which timely report has been given to be treated in their own houses, and, if they desire it, by Chinese doctors. The experiment could be closely watched, and in the case of a spread of the disease to the other inmates, the permission could be withdrawn. It seems to me the only course promising any hope of assistance from the Chinese, without which, in a town situated like this, there is but slight hope of controlling the epidemic."

The PRESIDENT was of opinion that, from the patients' point of view, it could make very little difference where they were treated. The disease appeared to be developing so rapidly, and the rate of mortality was so high that it almost made no difference where a patient was treated—whether at home or elsewhere. From the personal knowledge of Chinese quarters in the city in Yumati, and elsewhere, he thought the method recommended for treating patients suffering from infectious disease would not be found practicable, especially where people were crowded together. There was no sub-division of the houses, and consequently no means existed of isolating a patient. The proposal, concluded the speaker, did not recommend itself to him.

Dr. CLARK suggested the establishment of a small hospital at Yumati. The Sanitary Board already possessed a small matted house which could be adapted to the purpose. There was no reason why patients should not be saved the discomfort of being carried across the harbour and conveyed to Kennedy Town. The matted house could easily be used for the purpose, and if the people could be induced to report cases of infectious disease, four or five per cent. more might possibly be carried across the harbour, and the doctor people from reporting cases. As to the recommendation, Dr. CLARK thought that the Chinese colleagues might express their views.

Lieut. Col. HUGHES—Do you make any proposal?
Dr. CLARK—I am prepared to move that the Board recommend the Government to utilise the Sanitary Board matted house at Yumati for the treatment of patients, provided they can get the services of a doctor from the College of Medicine to take charge of the hospital.

Lieut. Col. HUGHES—I second that.
Mr. OSBORN, dealing with the recommendation of H.E. the Governor, said that if adopted it was a very drastic change in the way of his hitherto lax policy, and he thought it rather rash in the day to introduce that change. He thoroughly agreed with the President in saying that they ought not to support the recommendation. In Hainan the doctors saved a considerable percentage of cases, but there was not the slightest doubt that the doctors in Hongkong could do the same if they got the patients in time. A Chinaman, when he got fever, simply went and lay down until it had developed into plague; then he was removed by his friends to Canton, or wherever his home was; more often, however, he was allowed to die, and his body afterward dumped into the street. After dealing with similar peculiarities of the Chinese where a question of illness is concerned, Mr. OSBORN concluded by again saying that he thought it inadvisable to introduce at present any such step as that suggested by H.E. the Governor for the treatment of plague patients.

Mr. MAY agreed with what Mr. Osborn had said, and thought that the Sanitary Board at any rate might congratulate itself on the fact that since the plague broke out in 1894, which took them by surprise, they had not been so badly off. That was more than could be said in India, where, he believed, the authorities had had to give in to native prejudices and practically admit themselves defeated. Although plague in the colony was pretty bad, it was not nearly so bad as in '94, when it was allowed to grow to a very serious extent before they knew anything about it. Therefore, he believed in leaving it alone and in profiting by what experience had taught them.

Mr. BREWIN asked if the Medical Officer of Health could give the percentage of deaths.
Dr. CLARK said 65 per cent. There had been an increase in the number of unidentified deaths.
Mr. FUNG WA CHUN, in answer to Mr. Osborn, said he thought the Chinese were quite willing to report their cases, but admitted that coolies were in the habit of hiding them. Though not quite in favour of the suggestion to treat patients in their own houses, he thought it might be given a trial. In Canton, where such treatment had been tried, only one case out of nine had ended fatally. He suggested that the Board should write to the British Consul at Canton to enquire if such was the case.

Dr. BELL was of opinion that the recommendation of H.E. the Governor should not be supported, either now or at any other time. He detailed how cases of infectious disease were treated in hospital, and maintained that the same methods were impossible in a house—it might be a watchman's, or perhaps a shopman's, but it was not a proper place for a patient. He suggested that the Board should consider the possibility of having proper supervision. There might be a dozen cases, or fifty, or a hundred, and how they were going to exercise supervision he entirely failed to see. He therefore thought the Sanitary Board would make a great mistake if they held out any hopes of ever adopting the recommendation, which was one they should set their faces strongly against. He had heard something said about the construction of a matted house at Yumati, but he thought it was a bad objection; provided there would be proper medical supervision, either by himself or Dr. Thomson, as to the treatment of patients in their own houses, he would strongly oppose it. Hainan was in China, and there the doctor had no power of light to move his patients.

The PRESIDENT, Mr. W. Chuan, gentlemen, I think it would be the best way to express our opinion of this proposal by taking a vote. I have a pretty general consensus of opinion against it.
Dr. BELL proposed a resolution to the effect that the Board do not think it would be advisable to carry out the suggestion.
Mr. BREWIN—I think you might say "as information be forwarded."
The PRESIDENT—I second Dr. Bell's proposal.
Mr. MAY expressed the opinion that he did not believe the statement of the doctor in Hainan, nor did he believe that of Mr. Fung Wa Chun about the nine patients in Canton.
Mr. FUNG WA CHUN—it was told me by a man.
On a vote being taken, Dr. Bell's motion was carried. Mr. Brevin was the only member who voted against it.
Dr. CLARK's motion that the Sanitary Board matted house at Yumati be converted into a hospital, which had been seconded by Lieut. Col. HUGHES, was then put to the meeting.
Dr. BELL—There is one thing to say about that. Where are you going to get the people who die in the matted house?
Dr. CLARK—They would be brought across here, as I present.
Mr. OSBORN—Plenty of space at Kennedy Town.
On a vote being taken, the motion was carried unanimously.
The PRESIDENT intimated that the proposal put forward at last ordinary meeting of the Board to increase the number of men on duty to patrol the streets and prevent as far as possible the dumping of dead bodies therein had been sanctioned. If available, an additional number of men would be obtained from the military to assist in the patrol.
Mr. FUNG WA CHUN proposed the erection of an hospital matted house in Wanchai. He thought it was necessary to have one, to do away with the carrying of people through the streets up to Kennedy Town. Whilst on that point, he might say that he had seen the private effects and clothing of sick people carried right along Causeway Road close to the residences of Europeans. Therefore he begged to propose that a matted house be erected in the district he had named.
Mr. OSBORN seconded. He also was opposed to the carrying of patients through the streets, and thought that the continual sight of dead-bodies and ambulances was injurious to the public health. In his opinion, it was very unwise always to have before people's eyes this unnecessary evidence of the existence of plague.

Dr. BELL was not in favour of the proposal. There was already a good hospital in Wanchai. Besides a mortuary where bodies could be effectively dealt with. Further, he did not think the presence of dead-bodies in the street had any serious effect upon anyone. He himself had seen Chinese laughing and smiling whilst a body was being carried past, and he rejected the suggestion that the practice tended to cause plague. Reverting again to the proposal for the erection of a matted house in Wanchai, Dr. BELL said that if he were a resident in that district he should oppose it tooth and nail.

The PRESIDENT supported Dr. Bell in his objection to the proposal, and said that they already had an admirable hospital at Kennedy Town, where patients would have to be carried under any circumstances.
Mr. OSBORN—We recommended the same thing last year.
Dr. CLARK—Yes, but last year saw the Wanchai epidemic.
Dr. BELL again spoke, and referred to the difficulty that would be experienced in getting servants. An ordinary coolie was now getting for work at the hospitals \$15, where he should only be getting \$5, and washmen and cooks were getting \$20.

On a show of hands, five voted against Mr. Fung Wa Chun's proposal and four in favour of it.
In reference to the proposed hospital at Yumati, Mr. MAY asked how the supervision would be conducted.
Dr. BELL said the supervision would be similar to that in the Tung Wa branch, and would be conducted by a European doctor.
This was all the business.

SUPREME COURT.

Wednesday, 8th May.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, Kt., C.M.G., COMMANDER BLACKBURN, M.N., CAPTAIN ANDERSON, AND ASSESSORS.

THE "HANGCHOW" vs. "GLENGLYLE" COLLISION—CROSS ACTION FOR DAMAGES.

This was a cross-action for damages, for collision, between the steamship *Hangchow*, and the steamship *Glenngyle*, both of which were owned by the China Navigation Company, Limited, owners of the steamship *Hangchow*.

Mr. Francis, K.C. (instructed by Messrs. Johnson, Stokes and Master) appeared for the *Hangchow*, and Mr. Sharp (instructed by Messrs. Deacon and Hastings) for the *Glenngyle*.
Mr. Francis said that as the suits had been prepared rather speedily, and as there was no time just then to go into arguments, Mr. Sharp and himself had agreed to simply put in the evidence, in order to let the arguments follow, and take the preliminary acts, two for each. These preliminary acts were substantially the same, and that for the *Hangchow* was as follows:—

Names of ships which came into collision, and the names of the masters—The steamship *Hangchow* (Joseph Pearce, master), and the steamship *Glenngyle* (Temperley Darke, master).
Time of collision—About five o'clock in the afternoon of 21st March, 1901.

Place of collision—In the Harbour of Hongkong, at a point about half-way between the easternmost buoy of the Messageries Maritimes and the Canadian Pacific buoy, and a little to the north of a line joining the two buoys.
The direction and force of the wind—About E. N. E. light force about 2.

State of weather—Fine weather.
State and force of tide—Young flood, about five hours before high water. Current running from east to west, about one to two knots.

Course and speed of the ship *Hangchow* when the other ship, *Glenngyle*, was first seen. Nearly due west, heading for the C. P. B. buoy, speed about six knots; engines at half speed.

The lights, if any, carried by the *Hangchow*—None; collision in the day time.
The distance and bearing of the other ship when first seen—About half a mile off, and about 15 to 20 points on starboard bow; apparently lying at the P. & O. buoy.

The lights, if any, on the other ship which were first seen—None; collision occurred in the day time.
The lights, if any, on the other ship, other than those first seen, which came into view before the collision—None; collision occurred in day time.

The measures taken, and when, to avoid a collision—When the *Hangchow* had approached to within about 300 yards of the *Glenngyle*, the

Glenngyle gave a short blast with her whistle, and it was then noticed that the *Hangchow* was under way. A collision was then inevitable, and the order was given on board the *Hangchow* to portward, to go full speed ahead, and to let go both anchors. Both anchors were promptly let go, first the starboard, then the port. The engines were put full speed astern, and the helm put hard over.

Time of collision—Thursday, 21st March, 1901, at about five o'clock p.m.
Place of collision—In the Harbour of Victoria, half a ship's length from the easternmost M. M. buoy, which was bearing about S. E.
Direction and force of wind—Easterly about force 2.

State of weather—Fine and clear.
State and force of the tide—Plot tide, running about two knots.

The course and speed of the ship when the other was first seen—The course of the *Glenngyle* was due S. E. E., and her speed two to three knots.

The lights, if any, carried by her—No lights, it being broad daylight.

The distance and bearing of the other ship when first seen—About one knot distant, and bearing about two points on the port bow.

The lights, if any, on the other ship which were first seen—No lights; daylight.

The lights, if any, on the other ship, other than those first seen, which came into view before the collision—No lights; daylight.

The measures which were taken, and when, to avoid a collision—The *Glenngyle* blew a prolonged blast on two occasions—the first when the *Hangchow* appeared to be making across her (the *Glenngyle*) bows, and the other when the *Hangchow* failed to alter this course. When the collision occurred, it was inevitable, the engines of the *Glenngyle* were put full speed astern.

The parts of each ship which came into collision—The stern of the *Glenngyle*, and the starboard bow of the *Hangchow*.

Which fault, or default, if any, is attributed to the other ship—the *Hangchow*, which had the *Glenngyle* on her (the *Hangchow*) starboard side, did not keep out of the way of the *Glenngyle*, as required by Article 19 of the Regulations for Preventing Collisions at Sea; the *Hangchow* endeavoured to cross ahead of the *Glenngyle*, contrary to Article 22; the *Hangchow* did not slacken her speed on stop or reversal as required by Article 23; the *Hangchow* did not keep out of that side of the fairway, mid-channel, which ran on her starboard side, as required by Article 25.

Hon. Basil Taylor (Acting Harbour Master) was called by Mr. Francis and examined at great length on technical points dealing with courses, positions of buoys, &c., &c.

Mr. Sharp, who examined him, said:—
Mr. Pearce, of the steamship *Hangchow*, said his second officer was on the bridge all the way up the Lyceum Pass till the time of the collision; this officer was also on deck to keep a look-out. Down in the engine-room the second engineer was on watch, and the chief engineer standing by ready for duty if required. The deck log was a rough book, and entries were usually made in pencil. The entries in the rough log for the half hour preceding the collision and at the time of the collision were made some time after the accident by the chief officer. The book produced was the rough deck log, the second one produced was the ship's log, made up from the rough log by the chief officer, and the third log produced was the official one, kept by witness. In the engine-room the man on watch entered up from the rough log in pencil, and the official one was kept by the chief engineer and entered up from this log.

By Mr. Sharp—Witness had known the harbour of Victoria for about fourteen years; he had been connected with his present company for ten years, and with the exception of fifteen months, had all that time been residing in and out of Hongkong. He had been captain for six years.

Witness examined the list of buoys containing, amongst others, the M. M. the P. D. O., and the Australian Lloyd buoy, to be in the middle of the Northern Fairway. Witness was aware that anchorage was not allowed in any of the Fairways, but had seen ships anchored immediately to the south of the line of buoys mentioned, although a "red" was generally left clear. He was unable to recollect the anchoring of ships in this "neutral zone" with the regulations already spoken of, produced by the chief officer.

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SPORT AND ANECDOTE.

BY AN OLD FOOTER.

ATHLETIC SPORTS AT THE 'VARSITIES.'

The Battles of the Blues, which conclude with the Inter-University cricket match at mid-summer, are proceeding apace, and at the close of last week the great Metropolis was vastly excited over the meetings of Oxford and Cambridge on the cinder-path and the river. The Oxonians prevailed in both these contests, although the Light Blues made a splendid fight. The first athletic meeting between the sister seats of learning took place in 1864 at Christ Church ground, Oxford, and amongst the competitors on that occasion was R. E. Webster, who ran second to E. C. Garnett in a two miles steeple-chase, while in 1865 this same Webster in 4 mins. 44 sec. defeated the Earl of Jersey in the one mile. Again in the two miles his lordship was not placed, while Webster won in 10 mins. 28 1/2 sec. If anyone looked at the massive figure of Lord Alverstone, the present Lord Chief Justice of England, they could hardly imagine him as the youthful miler who defeated the seventh Earl of Jersey, destined to become the Governor-General of New South Wales. Lord Alverstone, perhaps better known as Sir Richard Webster, has never lost his love for athletics and cricket. He is still the President of the Amateur Athletic Association, and has been an invaluable guide, philosopher, and friend to the Surrey Cricket Club. The first honorary secretary to the Inter-University sports was Mr. P. M. Thornton, who was among the beaten in the mile (1864), when the victor was the present Sir Charles Bennett Lawes, the sculptor. Mr. Percy Melville Thornton, who now divides his time between his parliamentary and literary duties, has like Lord Alverstone, never ceased to interest himself in many exercises, while he was for some time the honorary secretary to the Middlesex Cricket Club.

MR. C. N. JACKSON.
At the athletic carnival at the Queen's Club, West Kensington, Mr. C. N. Jackson, of Hertford College, Oxford, divided the duties of steward with Mr. Lees Knowles, M.P. Mr. C. N. Jackson is an Oxford institution. Descended from an old military family, he was born about 54 years ago at Simla. Educated in this country at Somerset College, Bath, he gained two scholarships at Magdalen Hall, and it is no exaggeration to say that he has had a great voice in transforming this hall into Hertford College, while during his long residence at Oxford—for he is still in this beautiful city—he has influenced some thousand of young gentlemen in favour of pure virile sports like running. Claude Nugent Jackson was third in the 120 yards hurdle race in 1865. Two years later, when the festival was for the first time removed to London, and decided on a cinder path, Mr. Jackson triumphed over the hurdles in 17 1/2 sec., his nearest opponent being three yards away. Moreover, it is not recorded that Mr. C. N. Jackson was the first man who ever covered the full 120 yards hurdle course in 16 sec. This he did on 14th November, 1865, on a damp day and a sodden turf. To fully appreciate the merit of his performance let me remind you that it was not until April, 1878, that S. Palmer, of Cambridge, equalled Jackson's record on the old Lillie Bridge ground, which is now covered with railway sidings. Then in turn Charles F. Daft, the nephew of Dicky Daft, the cricketer, D. D. Bulger, of Dublin, and Geoffrey Shaw, of the London Athletic Club, all achieved 16 sec., but no one could beat it in this country, although two Americans had done so. I well remember going to Stamford Bridge on July 6, 1895. It was a beautifully still afternoon. Nature was hushed, and the sun was not too powerful. The occasion was the annual championships of the Amateur Athletic Association. On that day Geoffrey Shaw won his heat comfortably in 16 sec., but about an hour later he triumphed in the final in 15 1/2 sec. W. J. Oakley, the Oxonian, whom I saw playing full-back for England against Scotland last Saturday, pushed Shaw along, with the result I have mentioned. When the 15 1/2 sec. went up to the time board there was a great cheer. "Gone at last!" said one of my neighbours, evidently referring to C. N. Jackson's figures which had been undisturbed on the British book of records for thirty years. Mr. Jackson was with two other Oxonians, Montague Shearman, the barrister, and Bernard Wise, the miler, mainly instrumental in establishing the Amateur Athletic Association, of which Mr. Jackson has been the honorary treasurer from 1880 until the present hour. As a "coach," barrister, senior tutor, proctor, and examiner at Oxford, Jackson—Jacky—is, as I say, a celebrity. At the sports this year his figure was as erect as ever, and with walking-stick in hand he was ever directing some operation or other. For four years Lees Knowles took part in the University sports, and in 1873 was president of the Cambridge Athletic Club, but I am not aware that he ever won a race at Lillie Bridge, the rendezvous in the seventies. He was fond of long-distance running, and to this day takes a very keen interest in many kinds of sports. It is well to see these good men and true of the olden days encouraging the present generation.

LONG DISTANCE RACES AT THE 'VARSITIES.'
SPORTS.
We have been chatting considerably in our informal way about long distance runners. I was much struck by two such wins at the last University Sports. Thus F. G. Cockshott, of Trinity, Cambridge, carried off the one mile in 4 min. 26 1/2 sec. He ran with rare judgment, and sprinted the last 80 yards in nice style. As Cockshott won last year in some class, for instance, from 1864 to 1894 no one beat Cockshott's time last week at any of the University sports, until G. E. H. Pratt put up 4 min. 26 1/2 sec. But then we rush on the modern era when we find Mr. F. J. K. Cross and the Rev. W. E. Lutyns each winning four years in succession and each beating 4 min. 30 sec. every

time. Indeed, the record for these meetings is held by the Rev. W. E. Lutyns, who was at the sports in classical costume. He ran the mile of 1894 in 4 min. 10 1/2 sec., and I may say that this has very seldom been beaten by any amateur. Young Cockshott is a very sparsely-built athlete of medium height, and has evidently a reserve of strength about him somewhere. H. W. Workman, the Cambridge President this year, is an old Repton boy, and was famous for his stamina when at school. He first gained distinction in this way at the Public Schools Championship meeting, which the London Athletic Club tried to establish at Stamford Bridge. Since then Workman has been the legitimate successor to F. S. Horan at Cambridge. He first ran at the 'Varsities' reunion in 1898, when he was the 'Varsities' reunion in the three miles, but ever since that date he has made this event his own, for he triumphed in 1899 in 15 min. 42 1/2 sec., and in 1900 in 15 min. 1 1/2 sec., while this year he was for two miles and a half taken along by F. H. Jarvis-Smith, of Mr. C. N. Jackson's college, Hertford—and accomplished 14 min. 58 sec.—which is fast indeed when one considers the cold air and the strong north-easterly wind which prevailed. It was a proud day for Workman, as Jarvis-Smith was expected to trouble him, and he did; but when Workman wanted to leave him, he ran away just like he did from C. K. Palmer, of Yale, when they met on the same ground on July 22, 1899. That was the great day of Workman's life, for that victory won the match for Oxford and Cambridge against Yale and Harvard. Then his fellow-students carried him shoulder high to the dressing-room and cheered themselves hoarse.

THE VICTORY OF OXFORD ON THE CINDERS.
One might be tempted to think from the preceding observations that Cambridge won the athletic contests this year, but as a matter of fact Oxford were the victors by six events to four. When the Dark Blues took premier honours in five successive contests the competition was practically all over, though there was just a chance for Cambridge to draw if they gained the judges' seats in the last two events. However, they lost one of these, the long jump, just when they looked like gaining an unexpected victory. For some time G. W. F. Kelly, of Oxford, who won last year with 21 ft. 8 in., was leading with 20 ft. 7 in. Then G. Wiles, a little little spectacular youth from Cambridge, went one inch further. It looked as if Cambridge would win by an inch and so draw the sports, for Workman was generally thought invincible over three miles. Oxford had their last jump, and by a supreme effort L. J. Cornish cleared 21 ft. 6 in., which placed the issue of the battle beyond all doubt. L. J. Cornish and E. E. B. May each won two events for Oxford. Cornish is the Old Merchant Taylors schoolboy who won the 100 yards in 10 3/5 sec. and the quarter-mile in 52 2/5 sec. in the English Public Schools championship, during April, 1898. Strangely enough Cornish was the victor in the quarter-mile at this University sports meeting in 52 4/5 sec., generally considered poor time, but it must not be forgotten that the day was dreadful for fast times, that he went very wide at all the turns, and finished the race on the outside. The records for the inter-University sports so far as I can calculate are: 100 yards, 10 sec.; 400 yards, 49 3/5 sec.; one mile, 4 min. 19 4/5 sec.; three miles, 14 min. 59 2/5 sec.; 120 yards hurdle, 16 sec.; long jump, 23 ft. 5 in.; high jump, 6 ft. 2 1/2 in.; throwing the hammer, 138 ft.; putting the weight, 27 ft.; and the mile, 1 min. 53 3/5 sec.—figures which as a whole are a credit to our English Universities.

THE TRIUMPH OF OXFORD ON THE THAMES.
The Oxford and Cambridge boat-race this year was even a grander contest than the athletic festival produced, for after rowing from Putney to Mortlake—four and a quarter miles—Oxford won by two feet. There is no doubt that Oxford were the better crew, but their advantage was neutralised by the fact that the Cantabs won the toss for choice of station, with the result that the rival blues rowed nose and nose all the way. The Oxford boat may not have been the best adapted to the water, but the men from the banks of the Isis could not have had a better stroke-oar than R. Calme-Seymour, of New College. Although he could see that the Cantabs would make a great fight, he never altered his stroke from start to finish. His uniformity of striking was marvellous—and it was this which tended to wear the Light Blues down more than anything else. All praise to Calme-Seymour. Honour to whom honour is due, for the Oxford coxswain, G. S. MacLaren, held on a splendid course, while E. A. O. A. Jamieson, the Cambridge steerer, was somewhat erratic, which means a great deal when the issue is reduced to a matter of two-fifths of a length. By the way, I heard at the race that Dr. Warre, the old Blue, is the father of the Mr. F. W. Warre, the Balliol man in the Oxford boat, but I unfortunately made a mistake in mentioning Dr. Warre as appointed Bishop of Calcutta. This was Dr. Weldon, of Harrow.

ENGLAND V. SCOTLAND—HONOURS EASY.
The England v. Scotland match at Association football ended in a drawn battle of two goals each. The Strons, aided by the wind, led by a goal at half-time, scored by Fred Blackburn, of the Blackburn Rovers. It was a dubious point, however, and personally, I thought Blackburn was offside. At the end of eight minutes in the second half John Campbell, of the Celtic, equalised, while Hamilton luckily headed a second goal. The prospect was black indeed for England, when Bloomer took advantage of a great mistake by Drummond, the Scotch back, and by a single-handed master stroke made the scores two all. The match did not introduce us to any novelty, and the players need not be discussed in detail. The Scotch forwards were brilliant—and the same may be said of the English half-backs. I am not so sure of the loomer, of Derby

County, was not the best man on the field. At any rate, he was the only one who created a sensation. England thus became the champion country under the Association code for 1901. London, 6th April.

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Hongkong Office.
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above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and
expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th inst. will be
subject to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th May, 1901. [1188]

STEAMSHIP "LAOS."
COMPAGNIE DES MESSEGERIES
MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London, ex
s.s. Memphis, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables, are being landed and stored at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M., TO-DAY, the 6th inst., request-
ing it to be landed here.
Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered
on MONDAY, the 13th inst., at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or
the 13th inst., or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 13th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 6th May, 1901. [2]

WO FAT & CO.
SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [207]

SIEN TING.
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1892. [332]

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Peddler's Street.
Hankow, 27th April 1901.

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	Due
GLASGOW and LIVERPOOL	"MACHAON"	On 11th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.
FOR	HOMEWARDS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 17th May.
LIVERPOOL	"MACHAON"	On 11th June.
(Taking Cargo at London Rates)	"PYRRHUS"	On 10th May.
LIVERPOOL, DIRECT	"ULYSSES"	On 18th May.
(Taking Cargo at London Rates)		

For Freight apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WAMPOA"	On 9th May.
MANILA	"SUNGKIANG"	On 10th May.
Kobe and YOKOHAMA	"CHANGSHA"	On 14th May.
AMOY	"WOOSUNG"	On 14th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th May, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUMATTO UNITED COMPANIES).STEAM FOR SINGAPORE, PENANG
AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LONDON and GENEVA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAO.

Taking Cargo at through rates to PERMANENT GULF and BAGDAD, also BAHIGLONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO"

Captain P. Brusca, will be despatched as above on SATURDAY, the 11th May, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 7th May, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLARAT"

Captain C. T. Denby, R.N., carrying His Majesty's Mails, will be despatched from this for Marseilles and London without transshipment on SATURDAY, the 11th May, at Noon, taking passengers and cargo for the above ports.

All Cargo for Marseilles and London will be conveyed direct without transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to

H. A. MITCHELL,
Superintendent.

Hongkong, 28th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"AKASHI-MARU"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 15th May, at Noon.

For Freight or Passage, apply to

THE MITSUBISHI BUSSAN KAISHA,
Agents.

Hongkong, 1st May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA"

Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, at Noon.

For information as to Passage and Freight, apply to

SANDER WILHELM & CO.,
Agents.

Hongkong, 25th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOH, SWATOW AND AMOY.

THE Company's Steamship

"ANING-MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd May, at Noon.

For Freight or Passage, apply to

THE MITSUBISHI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 13th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, RIO GRANDE and NORTHERN and PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct routes.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the services of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at each port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 6th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY

operating the New First Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION"

between HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and BOMBAY.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) on WEDNESDAY, the 15th May, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to

ALLAN CAMERON,
General Agent.

SHEWAN, TOMES & CO. [1048]

Hongkong, 2nd May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" About 16th May.

S.S. "BELGIAN KING" About 10th June.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 16th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY,
Acting Agent.

Hongkong, 24th April, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.

CLAYTON, British str., J. Barker—Doddwell & Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migu—Orta—Brandes & Co.

LOUIS V. KERRY, Amr. sch., A. H. Olsen—U.S. Government

PRESIDENT, British bark, R. B. Munro—Chinese

SEA WITCH, American ship, Hoves—Master

SHEWAN, TOMES & CO. [1048]

Hongkong, 30th April, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALBO.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at 1 p.m., the Company's Steamship "INDUS," Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the S.S. "Polymer," which vessel takes on her Passengers and Mails, leaving that port on the 1st June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 19th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th May, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above LINE are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service, hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Ambria, German str., 2,288, Duckstein, May 4.

Athenian, British str., 2,444, Mowatt, April 8.

B. P. Co.

Benodi, British steamer, 1,483, Clark, May 3.

Hughes & Hough

Benimond, British str., 1,752, Hatton, May 6.

Bradley & Co.

Bisagno, Italian str., 1,510, Pietro, May 5.

Carlowitz & Co.

Burnside, Amr. str., 1,400, Luffin, April 14.

U.S. Government

Carlisle City, British str., 3,002, Paterson, May 8.

Butterfield & Swire

Catherine, Amr. British str., 1,730, Ollent, May 3.

David Sassoon, Sons & Co.

Changsha, British str., 1,463, Moore, May 7.

Butterfield & Swire

Cimbric, Danish str., 1,355, Hansen, May 4.

Melchers & Co.

China, German steamer, 1,113, Voss, May 6.

East Asiatic Trading Co., Limited

Claverdon, British str., 2,085, Parker, May 6.

Order

Compania de Filipina, Amr. str., 707, Orta.

April 3, Brandes & Co.

Daijin Maru, Japanese str., 890, Ogata, May 8.

M. B. Kaisha

Dr. Haus Jerg Kiaser, Norw. str., 691, Larsen.

May 8, Chinese

Emma Laydon, Ger. str., 1,085, Schall, May 4.

East Asiatic Trading Co., Limited

Empress of Japan, British str., 3,003, Fybus.

May 7, O. P. R. Co.

Essau, British str., 1,197, Tamplin, April 29.

Jardine, Matheson & Co.

Esmeralda, British str., 969, Bland, May 7.

Shevran, Tomes & Co.

Germania, Ger. str., 1,713, Bendixen, May 4.

Jelena & Co.

Glenfalloch, British steamer, 1,434, Bainbridge.

May 8, Chinese

Glenlyon, British str., 2,244, Darke, May 3.

McGregor Bros. & Gow

Guthrie, British str., 2,338, McArthur, May 6.

Gibb, Livingston & Co.

Hallan, French steamer, 377, Morles, May 6.

A. R. Marty

Hsimeu, British steamer, 633, Davis, May 8.

Douglas Lapraik & Co.

Hankow, British str., 939, Pearce, Mar. 21.

Butterfield & Swire

Hitochi Maru, Jap. str., 6,172, Anderson, May 7.

Nippon Yusen Kaisha

Hohaus, French str., 503, Maties, May 8.

A. R. Marty

Hongkong, French str., 862, Pannier, April 10.

A. R. Marty

Hongkong Maru, Jap. str., 6,153, Filmer, May 7.

7, Toyo Kisen Kaisha

Lrene, Chinese steamer, 820, Kirk, May 2.

Chinese

Kinshu Maru, Jap. str., 2,393, Horton, May 2.

Nippon Yusen Kaisha

Kong Beng, German str., 862, Fuchs, May 5.

Butterfield & Swire

Macdoff, British str., 1,882, Clegg, May 7.

Dodwell & Co., Limited

Mausung, British str., 1,643, Warsa, May 8.

Jardine, Matheson & Co.

Michael Jensen, Ger. str., 710, Jesson, May 6.

Jensen & Co.

Nanchang, Brit. str., 1,062, Finlayson, Apr. 23.

Butterfield & Swire

Obi, British steamer, 1,951, Pinkham, May 7.

M. B. Kaisha

Petraia, British str., 900, Snape, Mar. 25.

Arnold, Karberg & Co.

Paranang, German str., 1,021, Calder, May 3.

Butterfield & Swire

Pyrrhus, British str., 2,231, Walker, May 5.

Butterfield & Swire

Quarta, German str., 1,146, Johanson, May 7.

Sander, Vieler & Co.

Sandakan, Ger. str., 1,374, Brandstetter, April 29.

Sarnia, German str., 2,052, Paetow, May 8.

Siemssen & Co.

Simonsen, Dutch str., 1,818, Sandman, April 18.

Chinese

Sullberg, German str., 782, Jesson, April 12.

Siemssen & Co.

Sungliang, British str., 1,021, Moore, May 5.

Butterfield & Swire

Taisang, British str., 1,544, Bradley, May 7.

Jardine, Matheson & Co.

Taishan, British str., 1,122, Stovell, May 3.

Bradley & Co.

Triton, German str., 1,033, Clausen, May 5.

Chinese

Wlampon, British str., 1,100, Laver, April 27.

Butterfield & Swire

Wittenberg, German str., 3,600, Hempel, May 7.

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., by the s.s. *Zarusa*, will close at 3 p.m. on Friday, the 10th inst.

The *Bengel* with the English Mail of the 12th April, left Singapore on Sunday, the 5th inst., at noon, and may be expected here on or about Friday the 10th inst. This Packet brings replies to letters despatched from Hongkong on March 11th.

The *China*, with the American Mail of the 17th ult., left Yokohama on Wednesday the 8th inst., at daylight, and may be expected here on or about Thursday the 10th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton, Singapore and Bangkok	Hankow	Thursday, 9th, 7.30 A.M.
Shanghai	Pharang	Thursday, 9th, 8.00 A.M.
Swatow and Amoy	Kongkong	Thursday, 9th, 9.00 A.M.
Shanghai	Whampoa	Thursday, 9th, 9.00 A.M.
Swatow and Amoy	Sabine Richmers	Thursday, 9th, 11.00 A.M.
Wellawee	Bentley	Thursday, 9th, Noon
Singapore, Penang and Calcutta	Heungshan	Thursday, 9th, 1.15 P.M.
Shanghai	C. Apcar	Thursday, 9th, 2.00 P.M.
Singapore	Irene	Thursday, 9th, 3.00 P.M.
Taiwan	Emma Layken	Thursday, 9th, 3.00 P.M.
Shanghai, Kobe and Yokohama	Kuonany	Thursday, 9th, 5.00 P.M.
Port Darwin, Thursday Island, Cooktown	Wittenberg	Thursday, 9th, 5.00 P.M.
Chairs, Townsville, Brisbane, Sydney and Melbourne	Guthrie	Thursday, 9th, 4.00 P.M.
Hongkong	Germaria	Thursday, 9th, 4.00 P.M.
Amoy	Glenfalloch	Thursday, 9th, 3.00 P.M.
Canton	Pouan	Thursday, 9th, 3.00 P.M.
Kobe and Yokohama	Hitachi Maru	Thursday, 9th, 3.00 P.M.
Canton	Honam	Friday, 10th, 7.30 A.M.
Bangkok	Kong Beng	Friday, 10th, 1.00 P.M.
Manila	Sungking	Friday, 10th, 1.15 P.M.
Macao	Heungshan	Friday, 10th, 3.00 P.M.
Kumchuk and Samahui	Tungking	Friday, 10th, 4.00 P.M.
Manila	Emeralda	Friday, 10th, 4.00 P.M.
Singapore, Penang and Bombay	Bisano	Saturday, 11th, 10.00 A.M.

Europe, &c., India via Tuticoria	Ballaarat	Registration, 9.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Papers, 10.30 A.M. Letters, 11.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, U.S.A.	Kinsku Maru	Saturday, 11th, 3.00 P.M.
Shanghai	Flandria	Saturday, 11th, 4.00 P.M.
Manila	Yuenang	Saturday, 11th, 4.00 P.M.
Swatow, Amoy and Tamsui	Dajin Maru	Saturday, 11th, 5.00 P.M.
Kobe and Yokohama	Changsha	Sunday, 12th, 4.00 P.M.
Amoy and Shanghai	Wooning	Sunday, 12th, 4.00 P.M.

Europe, &c., India via Tuticoria	Prinz Heinrich	Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.) Letters, 10.45 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.	Empress of Japan	Registration, 9.45 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.) Letters, 10.45 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Hongkong Maru	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.

TO-DAY.

Sale, Miscellaneous Goods, Sales Rooms, Messrs. Hughes and Hough, noon.

Officers of the R. W. F. At Home, Murray Barracks, 3 to 6 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—	Wednesday, 8th May.
Telegraphic Transfer	1.11 1/2
Bank Bills, on demand	1.11 1/2
Bank Bills, at 30 days sight	1.11 1/2
Bank Bills, at 4 months sight	2.0
Credits, at 4 months sight	2.0
Documentary Bills, 4 months sight	2.0
ON PARIS.—	
Bank Bills, on demand	2.49
Credits, at 4 months sight	2.53
ON GERMANY.—	
On demand	2.02
ON NEW YORK.—	
Bank Bills, on demand	48
Credits, 90 days sight	49
ON BOMBAY.—	
Telegraphic Transfer	147
Bank, on demand	148
ON CALCUTTA.—	
Telegraphic Transfer	147
Bank, on demand	148
ON SHANGHAI.—	
Bank, at sight	724
Private, 30 days sight	731
ON YOKOHAMA.—	
On demand	21 p.m.
ON MANILA.—	
On demand	21 p.m.
ON SINGAPORE.—	
On demand	1 p.m.
ON BATAVIA.—	
On demand	118
ON HAIIPHONG.—	
On demand	21 p.m.
ON SAIGON.—	
On demand	2 p.m.
ON BANGKOK.—	
On demand	60
SOVEREIGNS, Bank & Buying Rate	\$10
Gold LEAF, 100 lbs, per toad	\$61.65
BAR SILVER, per oz	27

OPTION.

Quotations are:—	Allow 10 net to 1 catty.
Malwa New	\$840 to
Malwa Old	\$840 to
Malwa Older	\$850 to
P. P. wrapped	\$850 to
Patna fine quality	\$850 to
Patna extra fine	to
Patna New	to
Patna Old	\$845 to
Bombay New	to
Bombay Old	\$860 to

VESSELS EXPECTED.

THE ENGLISH MAIL.	
The P. & O. steamer <i>Bengel</i> left Singapore for this port on the 5th inst., at noon, with the outward English mails, and is due here on the 10th inst., at about 8 a.m.	
THE GERMAN MAIL.	
The Imperial German mail steamer <i>Hamburg</i> , carrying the German mails with dates from Berlin of the 15th ult., left Colombo on the 5th inst., p.m., and may be expected here on or about Tuesday, the 14th inst.	
THE AMERICAN MAIL.	
The P. M. steamer <i>China</i> , with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and left for this port on Wednesday morning, the 8th inst., via Inland Sea, Kobe, Nagasaki, and Shanghai.	
The O. & O. steamer <i>Doria</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.	
THE CANADIAN MAIL.	
The C. P. R. steamer <i>Empress of China</i> left Vancouver on Tuesday, the 7th inst., for this port via the usual Japanese ports of call.	
THE JAPANESE MAIL.	
The C. & O. steamer <i>Bengel</i> left Moji on the 2nd inst., p.m., and is due here on or about 8th inst.	



AT THE
ROBINSON PIANO CO., LD.
QUEEN'S ROAD CENTRAL,
Hongkong, 3rd May, 1901. [496]

NOTICE.

TO THE PUBLIC AND OFFICERS OF SHIPS.

When in MOJI, go to THE AMERICAN HOUSE, Where good European Accommodation can be obtained at Yen 3 per day.

Address: NISHI HON-MACHI, TROBONE, Moji, 17th January, 1901.

THOSE who habitually INVESTE TIGATE will only buy PIANOS and Musical Goods.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE BY ALEXANDER MICHIE. PRICE 25 CENTS CASH. On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents. Hongkong, 20th April, 1901. [1072]

A LING & CO., FURNITURE STORE. PLATED GLASS & CROCKERY WARE. Also FOOHONG LACQUERED WARE. FURNITURE ON HIRE. 13, BEACONFIELD ARCADE, Hongkong, 1st May, 1901. [1145]

JOINT STOCK SHARES.

STOCKS.	No. OF SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125
Bank of China & Japan, Ltd.	199,875	28	28
Do. Deferred	1,200	41	41
National Bank of China, Ltd.	10,000	210	210
Do. Founders' Shares	20,000	210	210
MARINE INSURANCE.			
Union Ins. Society, Ltd.	10,000	\$250	\$250
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33
North China Ins. Co., Ltd.	5,000	\$210	\$210
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100
Canton Insurance Office, Ltd.	10,000	\$250	\$250
Straits Insurance Co., Ltd.	30,000	\$100	\$100
FIRE INSURANCE.			
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250
China Fire Ins. Co., Ltd.	20,000	\$100	\$100
SHIPPING.			
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$10	\$10
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10
China & Manilla S. S. Co., Ltd.	14,000	\$50	\$50
Coastal Steamship Co., Ltd.	28,000	\$50	\$50
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10
Do. Ordinary	20,000	\$10	\$10
Star Ferry Co., Limited	10,000	\$10	\$10
Shell Transport & Trading Co., Limited	2,000,000	21	21
REFINING.			
China Sugar Refining Company, Limited	20,000	\$100	\$100
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100
MINING.			
Punjab Mining Co., Ltd.	60,000	\$10	\$10
Do. Preference	30,000	\$1	\$1
Societe Fran. des Char.	19,000	\$2.50	\$2.50
Queens Mining, Limited	400,000	25 cts.	25 cts.
Yelobu Mining and Trading Company, Ltd.	45,000	\$5	\$5
Namb Australian Gold Mining Co., Limited	200,000	\$1	\$1
Oliver's Freehold Mining Limited	150,000	\$5	\$5
DOCKS, WHARVES, & C.			
Hongkong & Whampoa Dock Co., Limited	50,000	\$50	\$50
Hock & Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$100
New Amoy Dock Co., Ltd.	4,000	\$50	\$50
LANDS, HOUSES & BUILDINGS.			
Hongkong Land Investment Co., Ltd.	50,000	\$100	\$100
Green Island Cement Co.	100,000	\$10	\$10
China Borneo Co., Ltd.	7,000	\$20	\$20
A. S. Watson & Co., Ltd.	60,000	\$10	\$10
Hongkong Electric Co., Ltd.	30,000	\$10	\$10
Hongkong and China Gas Company, Limited	7,000	\$210	\$210
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25
Hongkong Ice Co., Ltd.	1,000	\$100	\$100
Hongkong Cold Storage Co., Ltd.	1,250	\$100	\$100
Hk Steam Water Boat Co., Ltd.	7,500	\$10	\$10
Dairy Farm Co., Ltd.	10,000	\$74	\$74
Carnichael & Co., Ltd.	2,000	\$25	\$25
Ilk & China Bakery Co., Ltd.	1,000	\$10	\$10
Campbell, Moore & Co., Ltd.	10,000	\$1	\$1
United Asbestos & Agcy. Co., Ltd.	10,000	\$10	\$10
Agency, Limited	100,000	\$10	\$10
Tobacco Planting Co., Ltd.	20,000	\$5	\$5
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20
Wahkwa, Limited	10,000	\$20	\$20
Universal Trading Co.	50,000	\$20	\$20
China Light & P. Co., Ltd.	15,000	\$20	\$20
Robinson Bldg. Co., Ltd.	3,200	\$50	\$50
CHAR. COMPANIES.			
Alhambra, Limited	200	\$500	\$500
La Commercial, Limited	200	\$500	\$500
Hongkong, Limited	750	\$100	\$100
La Favorita, Limited	130	\$500	\$500

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 7th MAY, 1901.

STATION.	Hour.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind.	Direction.	Force.	Weather.
V divostock	2 p.							
Tokyo	"	29.98			NE	2	4	
Kochi	"	29.91			NE	4	6	
Nagasaki	"	29.99			NE	4	4	
Kagoshima	"	29.91			NE	4	0	
Taichoku	1 p.	29.95			SE	4	0	
Taichu	"	29.92			SE	4	0	
Tainan	"	29.93			SE	4	0	
Koshun	"	29.99			SW	4	0	
Pesadoros	"	29.94			SW	4	0	
Gutziand	3 p.	29.95	82	84	SW	5	1	
Shang Pong	"	29.95	74	90	SW	5	1	
Amoy	"	29.87	78	95	SW	5	1	
Swatow	"							
Canton	"	29.78	77	95	SW	5	1	
Hongkong	4 p.	29.73	77	91	SW	5	1	
Vict's Peak	"							
Gap Rock	"	29.81	77	91	SW	5	1	
Macao	"	29.77	68		SW	5	1	
Hongkong	1 p.	29.87			SW	5	1	
Manila	3 p.	29.89	85	67	SW	2	1	
Malate	3 p.				W	2	0	
Encolod	"				W	2	0	
Malate	"	29.81	88		W	2	0	
Cebu	"	29.82	80		W	2	0	
C. S. James	"				SW	3		
8th MAY, A.M.								
V divostock	7 h.							
Tokyo	10 a.							
Kochi	"							
Nagasaki	"							
Kagoshima	"							
Taichoku	5 a.							
Taichu	"							
Tainan	"							
Koshun	"							
Pesadoros	"							
Gutziand	9 a.	29.96	85	80	SE	7	4	
Shang Pong	"							
Amoy	"							
Swatow	"							
Canton	"							
Hongkong	10 a.	29.87	73	96	E	1	1	
Vict's Peak	"							
Gap Rock	"							
Macao	"							
Hongkong	7 a.							
Manila	10 a.							
Malate	9 a.				W	2	0	
Encolod	"							
Malate	"	29.87	84					
Cebu	"							
C. S. James	7 a.							